

PLANNING COMMISSION REPORT



MEETING DATE: December 15, 2004 ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT **94th Street - 14-ZN-2004**

REQUEST Request to rezone from Single Family Residential Environmentally Sensitive Lands District (R1-35 ESL) to Single Family Residential Environmentally Sensitive Lands District (R1-10 ESL) with amended development standards on a 25 +/- acre parcel located at 18001 N 94th Street.

Key Items for Consideration:

- Both the existing and proposed zoning districts are consistent with the General Plan.
- This property is located in the Airport Influence Area, but not within the noise contour lines.
- This request doubles the number of homes currently allowed on the property from 26 to 51.
- Approval of the zoning change would terminate the existing private/charter school use permit.
- Staff has received no comments regarding this request.

Related Policies, References:

7-AB-2003 abandoned unused right-of-way along the north side of the property.

OWNER Elizabeth R Summers

APPLICANT CONTACT Roger Tornow
Tornow Design Associates
480-607-5090

LOCATION 18001 N 94th St

BACKGROUND

General Plan.

The General Plan Land Use Element designates the property as Suburban Neighborhoods. This category includes medium-lot to small-lot single-family subdivisions with densities between 1 house per acre and 8 houses per acre. Within this range, the existing zoning allows densities consistent with the General Plan, and the proposed rezoning would also be consistent with the General Plan.

Zoning.

The subject property is zoned Single-Family Residential/Environmentally Sensitive Lands District (R1-35/ESL). Other uses allowed through a



Conditional Use Permit include private or charter schools.

In 2003, a Conditional Use Permit for a new charter high school was approved on the north 7 acres, which was to be established in conjunction with a church. The school and church are no longer proposed for this site. Also in 2003, unused right-of-way along the north side of the property was abandoned.

Context.

This 25-acre property is located on 94th Street approximately ¼ mile south of Union Hills Drive and ½ mile north of Bell Road. The property has direct access to 94th Street connecting Union Hills Drive to Bell Road. The property is surrounded on three sides by DC Ranch's Planning Unit I, and to the east by the Reata Wash and future single-family homes. The surrounding properties are zoned Single-Family Residential/Planned Community District and Environmentally Sensitive Lands District (R1-7/PCD and R1-7/ESL). Densities in surrounding new or planned single-family home developments range from 2.5 to 3.5 homes per acre.

History of Zoning in Area.

DC Ranch's Master Planned Community surrounds this property to the north, south, and west. DC Ranch's R1-7 PCD zoning and residential densities were originally established in the early 1990s. Toll Brothers' Master Planned Community is located east of this property, and R1-7 ESL and R1-10 ESL zoning and residential densities were also originally established in the early 1990s. Ironwood Village located further to the north also established its R1-10 ESL zoning and residential densities in the early 1990s.

Airport Vicinity.

This property is located in the Scottsdale Airport Influence Area, which requires notification documentation to future homebuyers pertaining to airport activities. The property is not located within the noise contour lines, which represent the highest noise exposure areas and require an aviation easement and soundproofing.

**APPLICANT'S
PROPOSAL****Goal/Purpose of Request.**

This is a request to rezone the property from the R1-35/ESL District to the R1-10/ESL District to develop the site with a maximum of 51 single-family residential lots. One private drive is proposed from 94th Street at the west side of the property. Natural area open space (NAOS) tracts and other open space areas are proposed within the subdivision and along washes through the site, and buffers are proposed along 94th Street and the adjacent single-family parcels abutting the site.

The applicant is proposing to amend the development standards to accommodate the proposed housing product and specific neighborhood character. The proposed amended standards include a reduction of the front yard setbacks from 30 feet to 20 feet, a reduction of the rear yard setbacks from 25 feet to 20 feet, and the ability to use flag lots.

Development information.

- *Existing Use:* Vacant
- *Parcel Size:* 25.7 +/- acres
- *Proposed Density:* 51 single-family homes (2 homes per acre)
- *Building Height Allowed:* 24 feet (ESL)
- *Street Access:* Private street from 94th Street.
- *Natural Area Open Space:* 5.7 acres (22%); (5.6 acres are required)
- *Additional Open Space:* 2.4 acres

IMPACT ANALYSIS

Density.General Plan:

Both the existing R1-35/ESL zoning district and the proposed R1-10/ESL are consistent with the General Plan's Suburban Neighborhoods designation. The proposed rezoning doubles the allowable density from approximately 26 homes (1 home per acre) to a maximum of 51 homes (2 homes per acre). The property is surrounded by new or planned single-family home developments ranging in density from 2.5 to 3.5 homes per acre.

Airport Influence Area:

Although the proposed density is less than the surrounding densities approved previously, there are concerns that any increase of allowable residential density within the Airport Influence Area could lead to complaints from future residents about aircraft noise (See Airport Influence Area Map; Attachment #6A). In accordance with State law, development within the Airport Influence Area requires notification documentation to future homebuyers pertaining to airport activities.

The property is not located within the noise contour lines, and therefore does not regulate land use restrictions other than notification documentation. For the properties that fall within noise contour lines, additional requirements include aviation easements, soundproofing and potential land use restrictions.

The developer is stipulated to provide notification documentation to future homebuyers pertaining to the location in the vicinity of the airport. The notification documentation is required to be distributed through the supplemental declaration of covenants, conditions, and restrictions, and list the airport under the "hazard or nuisance" section of the Subdivision Report on file with the County Records' office. The developer is also stipulated to use insulation for home construction to help attenuate noise from aircraft. Both the notification and insulation exceed normal requirements of the airport and are similar requirements agreed to by the adjacent DC Ranch residential development. However, doubling the allowed number of homes in this area may increase the number of noise complaints to the Scottsdale Airport by future homeowners.

Neighborhood Compatibility:

The proposed density of two homes per acre is more comparable to the

existing surrounding densities than the existing zoning allows. The more comparable density will provide a similar development pattern as the existing surrounding neighborhood, with similar lot sizes, street configuration, housing types, and open space tracts. The proposed development also provides 40-foot and 45-foot buffered setbacks adjacent to existing single-family lots that may or may not be provided if developed under the current zoning.

Amended Development Standards.

The request to amend the development standards affects front and rear yard setbacks and allows narrower lots (flag lots), which will allow for additional open space. The front yard setback reduction amounts to a 33% reduction, and it requires City Council approval because it exceeds the 25% limitation that may be approved by the Development Review Board during the preliminary plat process. The development plan calls for a minimum 5.7 acres of Natural Area Open Space (22.2% of site), where 5.6 acres are required. The development plan also calls for a minimum of 2.4 additional acres of open space to allow for common amenities.

Traffic.

The subject site is located on the 94th Street alignment between Union Hills Drive and Bell Road. The streets in the vicinity of the site have recently been constructed as part of a DC Ranch Community Facilities District (CFD). These streets include 94th Street, Union Hills Drive, and an extension of Thompson Peak Parkway south to Union Hills Drive. This street system also serves the DC Ranch Planning Unit 1 development.

Analysis of the trip generation demonstrates that the under the proposed R1-10 zoning a 51 unit residential subdivision would generate 558 trips per day to and from the site. This represents an increase of 257 daily trips over site development under the current R1-35 zoning district, which would development of a 26 unit residential subdivision. Both the adjacent signalized intersections on 94th Street with Union Hills Drive and Bell Road are expected to operate at acceptable levels of service with the addition of the development traffic. The proposed site driveway on 94th Street is also anticipated to operate at an acceptable level of service.

A traffic impact study had been prepared for the site for a previously proposed charter school and church development proposal on this site. The school and church generated more daily traffic (968 versus 558) and peak hour traffic than the proposed residential development. Capacity analyses indicated that the level of service for the two signalized intersections in the vicinity of the site would be at acceptable levels with the addition of the school traffic.

Drainage.

This property is influenced by the adjacent Reata Wash flows. Flood protection improvements for the Reata Wash (south flood protection project) have been made as part of DC Ranch's Planning Unit I development. These protection improvements include construction of a levee along the west side of the Reata Wash. Any subdivision on this property will need to be graded so that finish floors are above 100-year flood elevations and meet the City and FEMA requirements for development on an alluvial fan (Flood Zone AO).

Open space.

Natural area open space (NAOS) tracts and other open space areas are proposed within the subdivision and along washes through the site. The development plan calls for a minimum 5.7 acres of Natural Area Open Space (22.2% of site), where 5.6 acres are required. The development plan also calls for a minimum of 2.4 additional acres of open space to allow for common amenities. The proposed development also provides 40-foot and 45-foot buffered setbacks adjacent to existing single-family lots.

Water/Sewer.

Water and sewer lines exist within the 94th Street alignment, and the developer will be responsible for new water and sewer infrastructure to service the subdivision.

Police/Fire.

Police and fire facilities exist nearby in the DC Ranch Master Planned Community, and a fire facility exists at Thompson Peak Parkway and Bell Road. There are no service impacts anticipated.

Schools District comments/review.

Scottsdale Unified School District has been notified and indicates there are no capacity issues, as this area has developed with much less density than originally planned.

Community Involvement.

Surrounding property owners and neighborhood associations have been notified, the site has been posted, and the applicant held an open house regarding this proposal. Other than general inquiries, staff has received no comments regarding this case.

Policy Implications/Community Impact.

Additional density in the Airport Influence Area is a concern. Although the disclosure and noise attenuation efforts by the applicant help minimize this concern, doubling the allowed number of homes in this area may increase the number of noise complaints to the Scottsdale Airport by future homeowners. The proposed density is comparable to the existing surrounding densities, which will provide a similar development pattern as the existing surrounding neighborhood. Impacts to traffic and other services will be negligible.

The additional open space and buffers provided by the proposed development plan are not markedly different than what could be expected from a development that could be designed with the existing R1-35 zoning. Under R1-35 there would be fewer, more dispersed homes with on-lot open space instead of groupings of homes with common open space as suggested by the proposed plan.

STAFF
RECOMMENDATION

Recommended Approach:

Staff recommends approval, subject to the attached stipulations.

**RESPONSIBLE
DEPT(S)**

Planning and Development Services Department
Current Planning Services

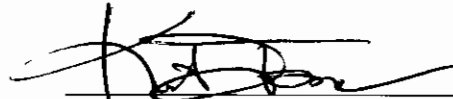
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ATTACHMENTS

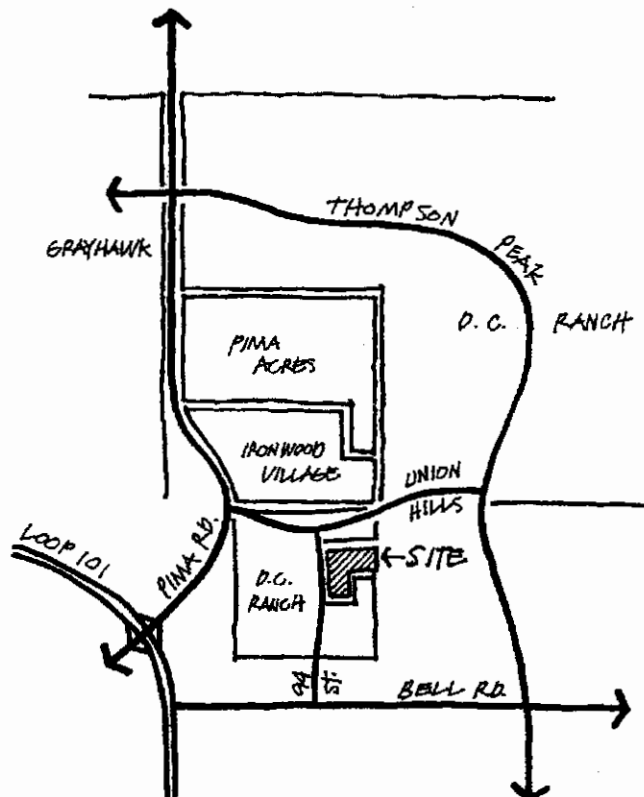
1. Applicant's Narrative
- 1.A. Proposed Amended Development Standards
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
- 6.A. Airport Influence Area Map
7. Traffic Impact Summary
8. Citizen Involvement
9. City Notification Map
10. Site Plan

LOCATION.

The subject property is located approximately one-half mile north of Bell Road on the east side of 94th Street [currently under construction]. The property is approximately 25.7 acres in size and could be characterized as an "in-fill" property. The properties that surround this application have all been platted for R1-7 single family homes as a part of the DC Ranch master planned community. This site has been a long-time "out" parcel from the original DC Ranch ownership. The northern portion of the subject site has an existing Use Permit for a church and associated school development.

LOCATION MAP.

No Scale.



INTRODUCTION.

The subject site is currently undeveloped and surrounded on all edges with some form of planned single family residential neighborhoods. The planning team proposes to develop the property as an R1-10 neighborhood which is less dense than the surrounding projects and is also in conformance with the City's General Plan "Suburban Neighborhood" designation. The project would be developed by local Scottsdale luxury home builder, Monterey Homes Luxury Communities.

REQUEST.

The planning team and applicant propose to rezone the site from R1-35 ESL [Single Family Residential – Environmentally Sensitive Lands] to R1-10 ESL [Single Family Residential – Environmentally Sensitive Lands]. Community benefits for the proposed rezoning include:

- The proposed R1-10 zoning is consistent with the General Plan Land Use Element which indicates a permitted density of up to 8 units per acre – THIS PROPOSAL IS FOR ± 2.0 UNITS PER ACRE.
- The proposed request is consistent with the Character Element of the General Plan – "Suburban Neighborhoods".
- The proposed request complements and is consistent with approved, platted higher density, R1-7 single family projects that surround the subject property on ALL sides.
- The zone change does not impact the ability of the builder to meet or exceed all aspects of the recently revised Environmentally Sensitive Lands ordinance.

SITE CONDITIONS.

Topography. The Summers property is characterized by gently sloping terrain which falls from the north to the south at approximately 2-5% gradient. The mean elevation of the site is approximately 1630 feet.

ESL Landform. The Summers property lies within the Lower Desert landform of the City's Environmentally Sensitive Lands [ESL] district.

Natural Area Open Space [NAOS]. The project civil engineering consultant, SKG Enterprises, Inc. prepared a thorough slope analysis for the site. The result of the slope analysis [submitted under separate cover] is that a minimum of 21.8 % of the site, or 5.6 acres is required to be set aside as NAOS.

Drainage. Two small wash corridors are present on the site. The washes have been cut off from local flows by a regional storm water management corridor just to the east of the Summers site. Although significant storm water flows have been intercepted by this regional facility, the most significant vegetation is found in close proximity to these washes. Please refer to Preliminary Drainage Report prepared by SKG Enterprises, Inc. At the time of this report, no application to the Army Corp of Engineers has been made regarding 404 permits.

Vegetation. The Summers Property is generally open grass land due to historical livestock grazing that occurred previously in the area. The most significant concentrations of large native trees and cactus are found along the two washes described above.

SURROUNDING LAND USES.

Existing Land Uses. Currently, the majority of development activity adjacent to the site is a variety of approved, soon to be constructed, higher density R1-7 single family housing being developed as a part of the DC Ranch master planned community. Builders including Maracay Homes and Monterey Homes have already begun construction on surrounding sites. Existing land uses adjacent to the Summers Property are as follows:

Location	Zoning	Units / Acre	Current Use / Status
- North	R1-7 ESL	3.3 U/A	DC Ranch Parcel [Final Platted]
- East	R1-7 ESL	N.A.	Toll Brothers Land [In preliminary plat]
- South	R1-7 ESL	2.3 U/A	DC Ranch Parcel [Final Platted]
- West	R1-7 ESL	3.6 U/A	DC Ranch Parcel [Final Platted]
- West	R1-7 ESL	4.3 U/A	DC Ranch Parcel [Final Platted]

It is important to note that the City did NOT require the neighboring DC Ranch parcels to provide any open space buffering or land use transition adjacent to this property on the City approved plats. Thus, adjacent lots have been platted without any buffering. Any buffering must be accomplished on the subject property.

Existing Zoning. The site is currently zoned R1-35 ESL [Single Family Residential – Environmentally Sensitive Lands].

General Plan – Land Use Element. The City's General Plan indicates "Suburban Neighborhoods" as the preferred land use for the subject site. This designation indicates an appropriate residential density range of 1-8 units per acre [25 to 203 units on this site] which is consistent and compatible with the proposed zoning request of approximately 2.0 units per acre [51 units].

Scottsdale Airport. According to information provided by the City of Scottsdale – Aviation Division, the Summers property is located within the AC-1 zone related to the Scottsdale Airport. This "Airport Influence Area" ONLY requires disclosure to perspective home buyers. According to the City's information, the AC-1 area is NOT a noise sensitive zone requiring sound mitigation. Based on this, no special noise attenuation measures are required of the home builder. However, Monterey Homes has committed to include additional noise mitigation features in each home [see below].

PROPOSED DEVELOPMENT PLAN.

Scottsdale home builder, Monterey Homes, proposes to develop a small enclave of approximately 51 semi-custom homes on the Summers property. The home sites are approximately 80' wide by 130' deep [10,000 square feet] and have been planned to maximize the relationship of homes to the proposed NAOS areas and washes present on site. Unlike the adjacent City approved subdivisions, the proposed site plan has been planned so that all home sites abut open space. Other site planning criteria includes:

- The homes have been clustered in a manner that preserves the primary natural site features.
- A significant portion of the site [31.5 %] is being proposed as open space. This is nearly 45% more open than required.
- Preservation of the two existing wash corridors and associated vegetation.

- Provision of streetscape setback along 94th Street.
- Orient all lots towards open space and NAOS areas of the site.
- Maximize views toward the McDowell Mountains.
- Provide common area amenity such as a pocket park and trail connections.
- Minimize west facing rear yards to mitigate undesirable solar orientation.
- Design street patterns with calm traffic measures [cul-de-sacs, curvilinear streets, etc.].

Development Plan Summary Table.

• Existing Zoning.....	R1-35 ESL
• Proposed Zoning.....	R1-10 ESL
• Site Area	+ 25.7 Acres
• Maximum Allowed R1-10 Density [units/acre].....	3.2
• Maximum Allowed Units	+ 79
• Proposed Units.....	51
• Proposed Density [units/acre]	2.0
• Minimum Lot Size Required	10,000 S.F.
• Typical Lot Size [80' x 130'].....	+ 10,400 S.F.
• ESL Landform.....	Lower Desert
• NAOS Required [21.8%].....	+ 5.6 Acres
• NAOS Provided [22.2%]	+ 5.7 Acres
• Additional Open Space Provided	+ 2.4 Acres

OPEN SPACE AMENITIES.

The proposed development plan includes approximately 8.1 acres of total open space within the project [see summary below]. The open space provision equals approximately 31.5 % of the site. The open space components of the project include required NAOS, additional NAOS and non-NAOS areas. However, a majority of the open space is proposed as Natural Area Open Space which includes preservation of the two washes present on the site. In addition, a NAOS setback has been provided along the 94th Street frontage to minimize the appearance of a walled in neighborhood, provide traffic noise mitigation and create a more scenic streetscape. This streetscape setback was not required by the City but provided by the builder for the benefit of this new neighborhood and the surrounding communities. These open space areas will also include storm water storage and conveyance elements as well a passive recreational area / pocket park.

Open Space Summary Table [Preliminary].

Location	+ Acres	% of Site
Required Natural Area Open Space	5.6	21.8 %
Additional Natural Area Open Space	0.1	0.3 %
Non-NAOS Open Space	2.4	9.3 %
Total Open Space Provided	8.1	+ 31.5 %
Total ADDITIONAL Open Space Provided		+ 45 % **

** [2.5 Acres + 5.6 Acres = + 44.6 %]

ZONE CHANGE BENEFITS & JUSTIFICATION.

As previously stated, this site is entirely surrounded by approved and in most locations, final platted subdivisions of higher density R1-7 zoning as part of the DC Ranch master planned project. The benefits and justification for the proposed zone change include:

1. The Summers property is a small "in fill" site that logically should be developed compatibly with the surrounding development. This proposal is LESS dense than ALL surrounding projects.
2. This proposal will supercede the approved Use Permit and site plan for the church and school uses proposed on the north portion of the site. Issues related to the church and school uses such as traffic, noise, lighting, etc. will be eliminated with this single family neighborhood.
3. The City General Plan indicates this entire area as Suburban Neighborhoods at a density of up to 8 units per acre. All of the surrounding properties have been planned and approved under that designation. At 2.0 units per acre, this request is significantly less than allowed by the General Plan.
4. The proposed R1-10 zoning for the Summers property is less intense than all immediately surrounding development. From a both planning and real estate marketing standpoint, it would be impractical and unrealistic to try and develop the project as custom homes under the current R1-35 zoning when completely surrounded by R1-7 production housing on all sides.
5. The adjacent parcels did not provide any zoning transitions to boundaries shared with the Summers property. Further, R1-7 subdivisions are platted up to shared boundaries with this site with no open space buffers.
6. The applicant is providing 8.1 acres [31.5%] of community open space [including NAOS]. This is 45% more open space than is required.
7. The zone change and proposed development plan allows the NAOS to be located in community common areas not on individual lots. This NAOS concept benefits the community as well as making it easier to preserve the washes and vegetation on-site.
8. Public trail easements have been requested by City staff in two locations. Although these easements are considered open space, per ordinance requirements, they cannot be counted towards NAOS requirements.

This zone change request is logical and complements the surrounding approved development.

AIRPORT NOISE MITIGATION.

As previously discussed, the Summers property is located within the AC-1 "Airport Influence Area" which requires disclosure to perspective home buyers. According to the City of Scottsdale, the AC-1 area is NOT a noise sensitive zone requiring sound mitigation. As such, special noise attenuation measures are not required. However, Monterey Homes has committed to include additional noise mitigation features in each home that further attenuates possible aviation noise.

Special noise mitigation construction techniques will be provided by the builder including:

- Larger stud framing [2" X 6" studs] on exterior walls
- Increased exterior wall insulation quality [R-19]
- Increased thickness of dual pane glass windows [3/16" minimum]
- Optional outdoor integrated sound systems and water features

The following tables represent the positive effects of the additional mitigation.

Proposed Mitigation Features / Sound Rating Summary Table.

Location of Mitigation Features on Home	Proposed Building Material / Feature	Resulting "Sound Transmission Class" Rating*
- Exterior Wall System	2"x6" studs w/ R – 19 Insulation	48
- Windows	3/16" [min.] dual pane glass	45
- Roofing	R – 38 Insulation	48

* STC = "Sound Transmission Class" rating as established by the A.S.T.M. as measured with upgrades. Minimum STC rating required by the U.S. Air Force for 65 decibel zone is "20" for residential structures. *This property is located outside of the 65 DB noise contour.*

Decibel estimates of Monterey Home upgrades compared to the minimum construction requirements of the U.S. Air Force and the City of Scottsdale are summarized in the following table:

Decibel Comparison Table.

	Air Craft Noise Contour				Remarks
	35 DB	45 DB	55 DB	65 DB	
- U.S. Air Force	15 DB	25 DB	35 DB	45 DB	With min. construction requirements
- City of Scottsdale	2 DB	12 DB	22 DB	32 DB	With min. construction requirements
- Monterey Homes	0 DB	0 DB	10 DB	20 DB	With proposed construction upgrades

This property is located outside of the 65 DB noise contour.

Disclosure Notice. A draft copy of the home buyer notice regarding the airport is included in the appendix of this report.

OTHER PLANNING ELEMENTS.

Landscape Concept. The landscape character for project will be predominantly undisturbed natural vegetation included within common area tracts. All plant material used within the neighborhood will conform to the City of Scottsdale ESL ordinance. Future applications to the Development Review Board [DRB] for preliminary plat will include landscape and community architectural elements such as lighting, neighborhood signs, walls and pocket park elements. See additional information below.

Development Phasing. The project will be constructed in one phase.

Architectural Design Standards. The developer will prepare design guidelines and covenants that will dictate aesthetic development criteria for individual homes and yards within the project. A future homeowner's association will be established to maintain common areas, NAOS areas and enforce the design guidelines.

Project Walls. Per the recently updated ESL ordinance, no perimeter wall is proposed for this project. A common designed wall will be built on individual property lines for each lot. Detailed design of these walls will be provided with future Development Review Board application [See concept landscape plan].

PRELIMINARY ENGINEERING COMPONENTS.

Water, Waste Water & Storm Water Management. SKG Enterprises, Inc. prepared preliminary analysis of the engineering components for this project and has submitted those reports under separate cover.

Street Lighting. Streetlights will only be provided if required by the City's lighting ordinances to provide safety within the proposed project area.

TYPICAL DEVELOPMENT STANDARDS [R1-10 SINGLE-FAMILY].

A few minor amendments to the existing development standards are proposed to provide planning and engineering creativity and flexibility in the site plan. The minimum lot sizes and setbacks for the R1-10 single-family neighborhoods are summarized below.

Amended Development Standards Summary Table.

Development Standard	Ordinance Requirement	Proposed Amendment	Proposed Reduction
- Minimum Lot Size [square feet]	10,000 s.f.	NO CHANGE	NO CHANGE
- Lot Width [Minimum]	80'	NO CHANGE	NO CHANGE
- Front Yard Setback [Minimum]	30'	20'	33%
- Rear Yard Setback [Minimum]	25'	20'	20%
- Side Yard Setback [Minimum / Aggregate]	7' / 14'	NO CHANGE	NO CHANGE

Justifications for Amended Standards.

- *The primary justification for these minor amendments is to accommodate one-story homes on all lots. Without these amendments, the home builder would have to develop some housing product with a two-story component at the 24-foot height limit. One-story homes at varying heights will help preserve local views of surrounding mountains from existing neighborhoods.*
- *The plan includes approximately 8.1 acres [31.5%] of common open space including NAOS.*
- *Smaller washes [less than 50 c.f.s.] are being preserved on-site as a means to preserve the vegetation associated with the washes. These washes are NOT required to be preserved with the new update to the ESL ordinance. Further, all of the washes on-site have been cut off by the regional drainage facility just east of this property.*
- *No lot size or lot widths are proposed to be modified. Additionally, the minimum side yard setbacks will not be changed in order to maximize separation between homes on adjacent lots.*
- *These minor amendments are consistent or exceed the required setbacks of the existing, adjacent development projects surrounding this property.*
- *No additional density is achieved by the use of amended development standards.*

NEIGHBORHOOD INVOLVEMENT PROGRAM.

The proposed development plan for the Summers property has been reviewed by local residents, land owners and adjacent developers as a part of the required Neighborhood Involvement Program. A complete summary report of this process has been submitted under separate cover and will be updated as the project moves forward through the public hearing process. At the time of this report no significant issues or concerns have been identified as a result of this process.

LANDSCAPE PROGRAM.

Landscape Character Zones. The landscape concept for this project features three character zones:

1. *Natural Areas [Undisturbed]*
2. *Natural Areas [Revegetated]*
3. *Enhanced Landscape Areas*

Natural Areas [Undisturbed]. Undisturbed natural areas are those areas of the site that have been protected during the development of the project. These undisturbed natural areas may be supplemented with additional native plants from the Indigenous Plants list below per the ESL ordinance. A majority of the project landscape areas will be undisturbed natural area.

Natural Areas [Revegetated]. Revegetation will be introduced for those areas that have been disturbed during project construction or other areas that may have been previously disturbed prior to development. Potential areas anticipated for disturbance include the cuts and fills, drainage improvements [storage basins, wash stabilization, etc.] and utility installation. These areas will be restored using revegetation techniques described below including the following supplemental concepts:

- *Cuts and Fills for Infrastructure.* Cut and fill slopes will be reconstructed to mimic natural grades adjacent to the site where practical. Varying slopes of 3:1 or less will be used where the soil supports the grades naturally. In addition, the transition areas [where cut and fill slopes tie into natural grades] will be softly rounded to blend naturally and avoid sharp edges. Slope stabilization as described below may be used to create a stable slope with a natural appearance.
- *Storm Water Management.* The predominant storm-water management component will be the use of the existing, undisturbed wash that traverses the site. Other storm-water management facilities anticipated for project may include storage basins, wash stabilization and new wash channel construction. These areas will be handled in a manner consistent with other restoration techniques previously described including naturalistic grading and side slopes, revegetation and stabilization. Storage basins shall be constructed using undulating and rounded shapes to create a naturalistic appearance.
- *Erosion Protection & Slope Stabilization.* Erosion protection and slope stabilization will be accomplished with the use of granite boulders, natural rip-rap and/or subsurface geo-textiles if deemed necessary by the project civil engineer. These techniques along with revegetation will help re-establish cut or fill areas, washes and other graded conditions within the project.

The following techniques will be used for the revegetation of disturbed areas within the project:

- *Transplanting.* Where practical, many of the materials used for revegetation will be transplanted materials that have been salvaged from on-site construction activities. This includes "boxing-up" larger materials for replanting or temporary storage as well as "bare-root" transplanting of cactus and small shrubs and ground covers.
- *Container Materials.* To supplement the salvaged materials, many of the native plants used for revegetation will be purchased from local plant nurseries. There are a wide variety of native plant species available from local growers.
- *Hydro-seeding.* In some areas of the development, a hydro-seed mix of site specific native shrubs, ground covers and grasses will be utilized to restore the ground plane and stabilize the soil. These areas may be supplemented with bare-root cactus transplants and granite boulders as available from on-site.

Note: In some locations, a combination of the three techniques described above may be used.

Enhanced Landscape Areas. Key project feature areas such as the project entrance and monument sign, pocket park/common area and individual yards [front and rear yards] will be landscaped with native and near-native vegetation to complement and highlight the particular area. The enhanced plant palette is intended to provide additional interest, color and variety to the landscape. These areas will not be considered as NAOS.

**Monterey Homes
Case # 562-PA-2003**

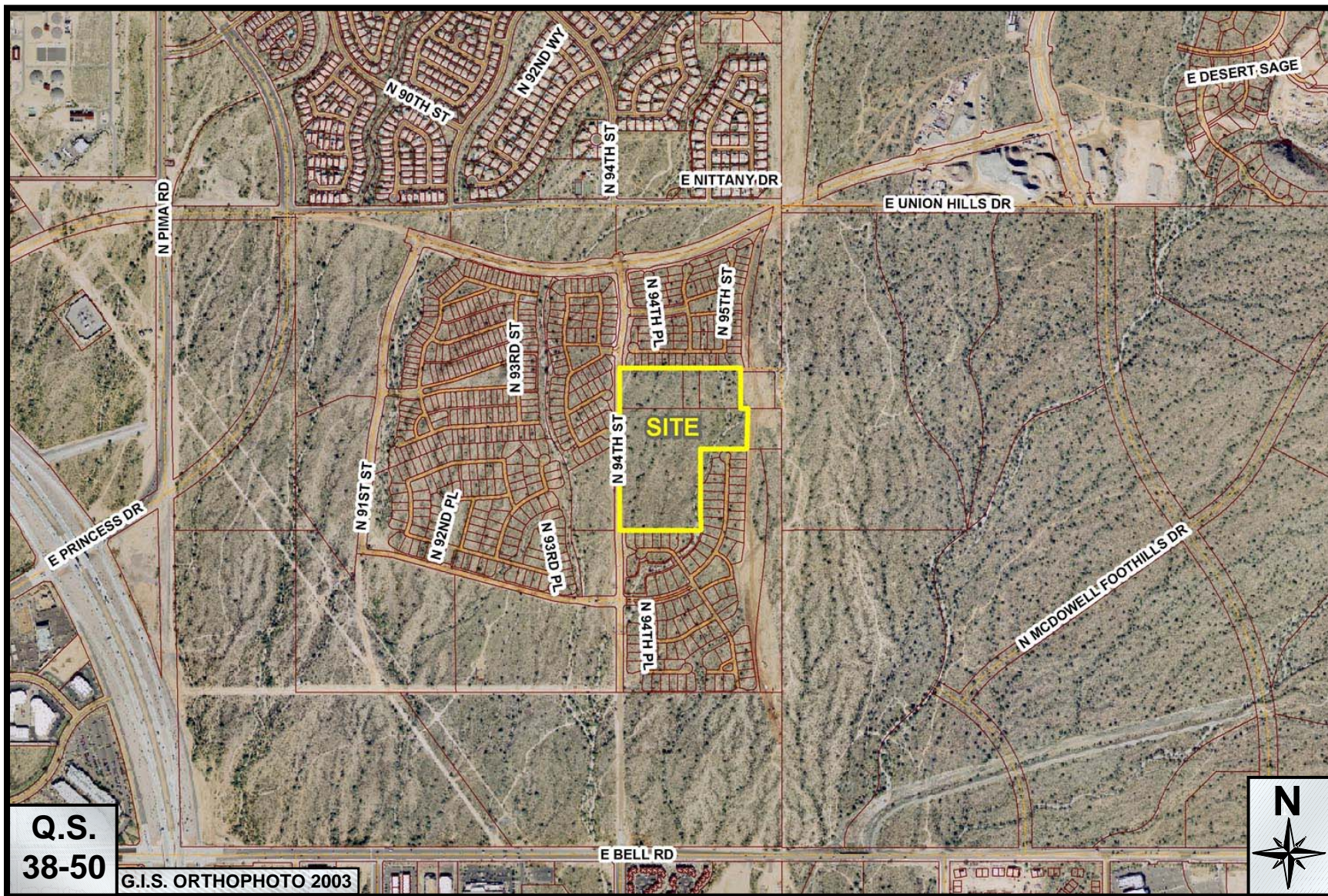
**Proposed Amended Development Standards
R1-10 District**

Sec. 5.404.E. Yards.

1. Front Yard.
 - a. There shall be a front yard having a depth of not less than ~~thirty (30)~~ [twenty (20)] feet.
 - b. Where lots have double frontage on two streets, the required front yard of ~~thirty (30)~~ [twenty (20)] feet shall be provided on both streets.
3. Rear Yard.

There shall be a rear yard having a depth of not less than ~~twenty-five (25)~~ [twenty (20)] feet.

Sec.6.1083.A.7 Minimum lot width may be reduced by no more than twenty-five (25) percent of the minimum lot width required in the underlying district. However, if the applicant can demonstrate that a flag lot design better achieves the purposes of the ESL Overlay District, flag lots with a minimum width of twenty (20) feet may be approved.



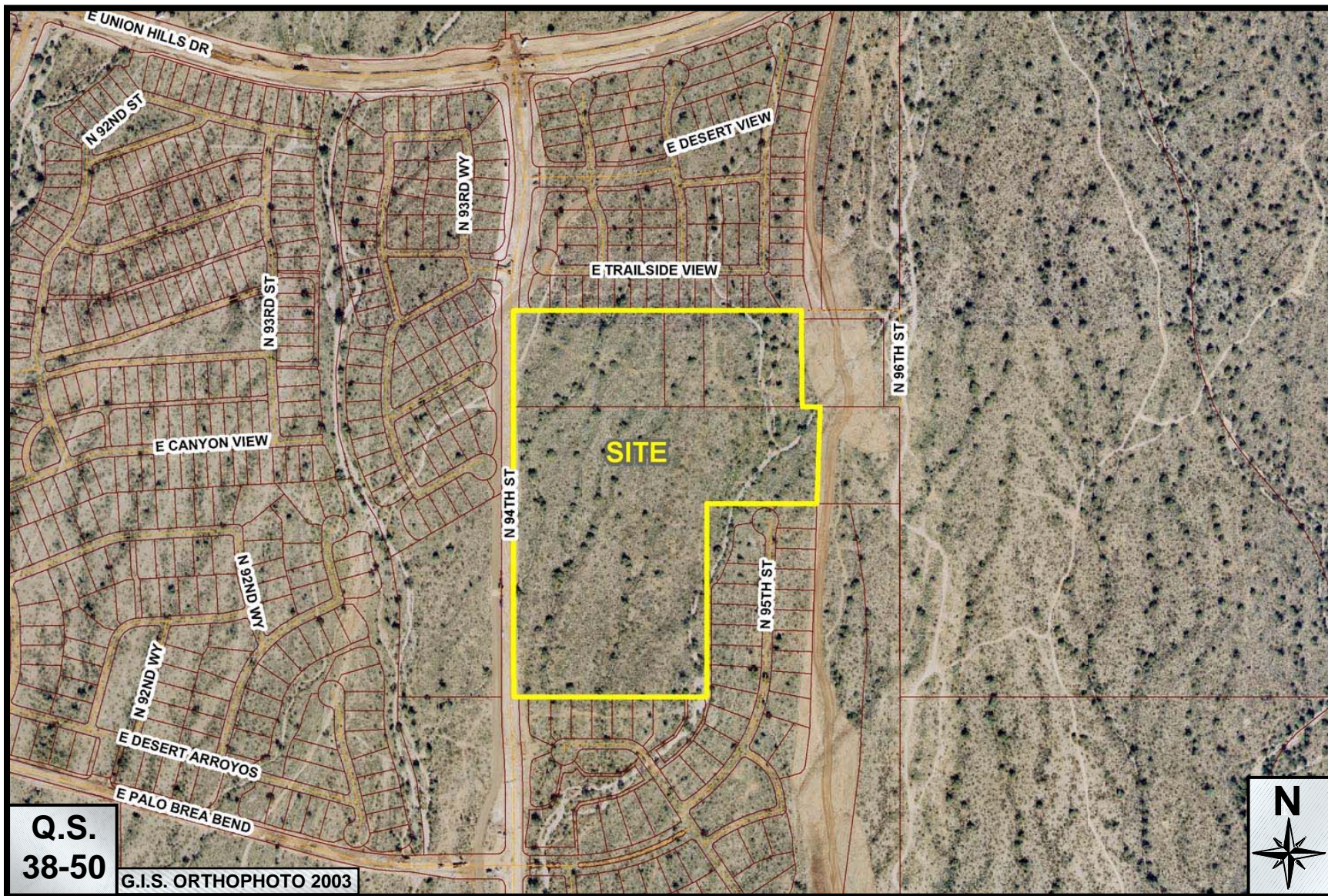
Q.S.
38-50

G.I.S. ORTHOPHOTO 2003

94th Street

14-ZN-2004

ATTACHMENT #2

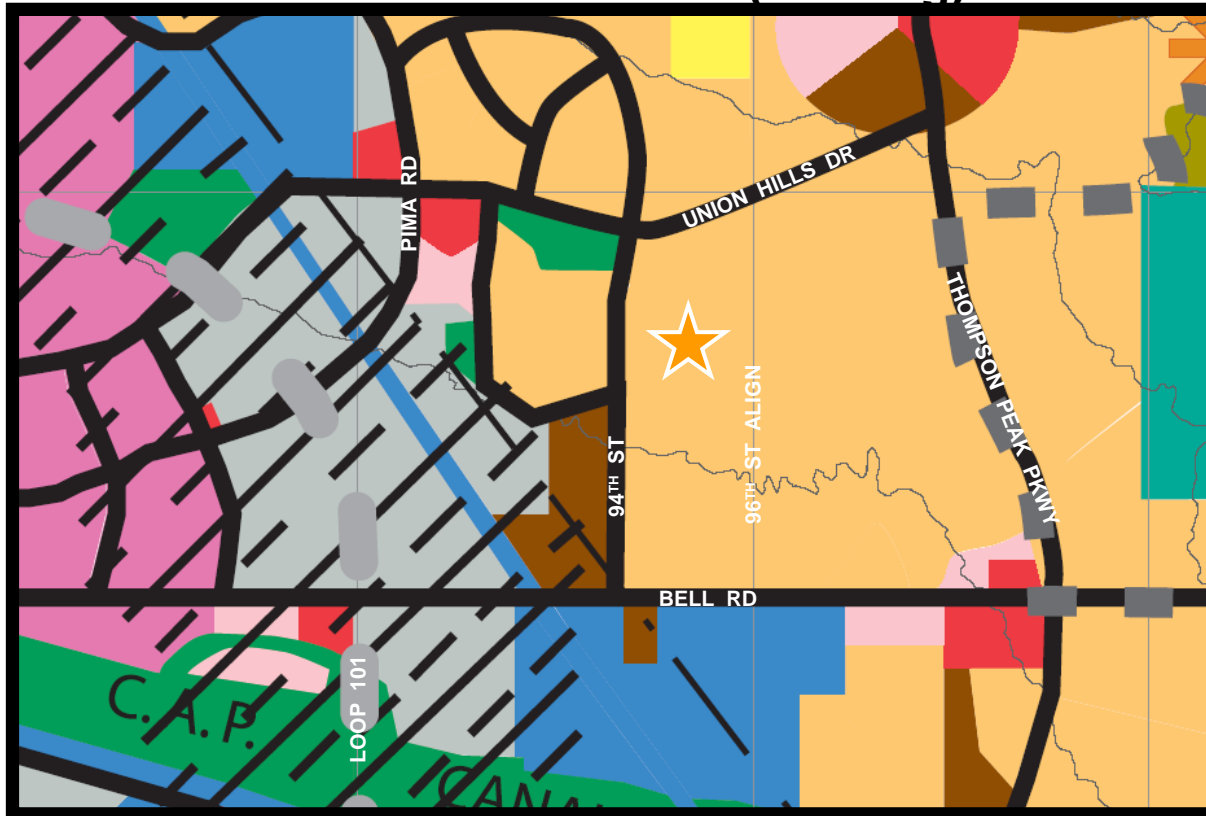


94th Street

14-ZN-2004

ATTACHMENT #2A

General Plan (Existing)



- | | | | |
|--|---|--|--------------------------------------|
| | Rural Neighborhoods | | Commercial |
| | Suburban Neighborhoods | | Office |
| | Urban Neighborhoods | | Employment |
| | Mixed-Use Neighborhoods | | Natural Open Space |
| | Resorts/Tourism | | Developed Open Space (Parks) |
| | Shea Corridor | | Developed Open Space (Golf Courses) |
| | Mayo Support District | | Cultural/Institutional or Public Use |
| | Regional Use District | | |
| | McDowell Sonoran Preserve (as of 8/2003) | | |
| | Recommended Study Boundary of the McDowell Sonoran Preserve | | |
| | City Boundary | | Location not yet determined |



14-ZN-2004
ATTACHMENT #3

Adopted by City Council October 30, 2001
Ratified by Scottsdale voters March 12, 2002
revised to show McDowell Sonoran Preserve as of May 2004
revised to reflect General Plan amendments through June 2004

[illegible]

ATTACHMENT #4

STIPULATIONS FOR CASE 14-ZN-2004

PLANNING/ DEVELOPMENT

1. **CONFORMANCE TO CONCEPTUAL SITE PLAN.** Development shall conform with the conceptual site plan submitted by Tornow Design Associates, PC with a revised date of 8/30/2004 and City submittal date of 9/20/2004. These stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. **MAXIMUM DWELLING UNITS.** The number of dwelling units on the site shall not exceed fifty one (51) without subsequent public hearings before the Planning Commission and City Council.
3. **CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS.** Development shall conform with the amended development standards shown in Attachment 1A. Any change to the development standards shall be subject to subsequent public hearings before the Planning Commission and City Council.
4. **OPEN SPACE:** With the Preliminary Plat submittal, the developer shall provide a minimum 5.7 acres of Natural Area Open Space and a minimum of 2.4 additional acres of additional open space, consistent with the conceptual site plan submitted by Tornow Design Associates, PC with a revised date of 8/30/2004 and City submittal date of 9/20/2004.
5. **OPEN SPACE BUFFERS:** With the Preliminary Plat submittal, the developer shall provide open space buffers as follows:
 - A. A minimum width of twenty (20) feet and an average width of thirty (30) feet along 94th Street, measured after necessary right-of-way dedications.
 - B. A minimum width of forty five (45) feet along the southernmost property line, consistent with the conceptual site plan submitted by Tornow Design Associates, PC with a revised date of 8/30/2004 and City submittal date of 9/20/2004.
 - C. A minimum width of forty (40) feet along the north property line, consistent with the conceptual site plan submitted by Tornow Design Associates, PC with a revised date of 8/30/2004 and City submittal date of 9/20/2004.
 - D. A minimum width of fifteen (15) feet along the eastern property lines and south of Lot 28 as depicted on the conceptual site plan submitted by Tornow Design Associates, PC with a revised date of 8/30/2004 and City submittal date of 9/20/2004.
6. **AIRPORT DISCLOSURE.** The developer shall provide notification documentation to future homebuyers pertaining to the location in the vicinity of the airport. The notification documentation shall be distributed through the supplemental declaration of covenants, conditions, and restrictions, and list the airport under the "hazard or nuisance" section of the Subdivision Report on file with the County Records' office. In addition, the developer shall provide insulation for home construction to help attenuate noise from aircraft. With the Development Review Board submittal for Preliminary Plat, the applicant shall provide necessary documentation approved by the Scottsdale Municipal Airport demonstrating proper disclosure of the airport and insulation for home construction to help attenuate noise from aircraft will be provided for homes on the property.

ENVIRONMENTAL DESIGN

1. **LOT LAYOUT MODIFICATION.** With the Development Review Board submittal, all lots that are proposed that are affected by a watercourses with a pre-development 100-year peak flow a 50

cfs or greater shall be modified so that the pre-development's watercourse's natural 100 year flow limits do not cross on to a lot.

2. NATURAL WATERCOURSES. All watercourses with a pre-development 100-year peak flow rate of 50 cfs or greater shall not be modified.

CIRCULATION

1. STREET CONSTRUCTION. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the following right-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual:

Street Name/Type	Dedications	Improvements	Notes
94 th Street Minor Collector	18-foot half-street ROW (42-foot half-street is existing) will result in a 60-foot full-street ROW	Complete the half-street as necessary so that there will be 24 feet CL-BC	A

- A. The right-of-way dedication and street improvement for 94th Street shall be in conformance with the approved DC Ranch Planning Unit I Master Circulation Plan.

Internal streets for this site shall be designed and constructed to the requirements of the City of Scottsdale ESL Road Design Standards. Five foot wide sidewalks are required on both sides of the local residential streets for lots less than 20,000 square feet in area. The developer shall provide a five foot sidewalk along all streets or an approved alternate pedestrian route, as determined by city staff.

2. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, the developer shall construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines) on 94th Street:
 - a. The developer shall dedicate a one-foot wide vehicular non-access easement along 94th Street except at the approved street entrance.
 - b. There shall be a maximum of one site entrance from 94th Street at the location shown on the conceptual site plan submitted by Tornow Design Associates, PC with a revised date of 8/30/2004 and City submittal date of 9/20/2004.
3. AUXILIARY LANE CONSTRUCTION. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct right-turn deceleration lanes at the site entrance on 94th Street, in conformance with the Design Standards and Policies Manual.
4. PRIVATE STREET CONSTRUCTION. All private streets shall be constructed to full public street standards, except equivalent construction materials or wider cross-sections may be approved by city staff. In addition, all private streets shall conform to the following requirements:
 - a. No internal private streets shall be incorporated into the city's public street system at a future date unless they are constructed, inspected, maintained and approved in conformance with the city's public street standards. Before any lot is sold, the developer shall record a notice satisfactory to city staff indicating that the private streets shall not be maintained by the city.
 - b. Before issuance of any certificate of occupancy for the site, the developer shall post access points to private streets to identify that vehicles are entering a private street system.
 - c. Secured access shall be provided on private streets only. The developer shall locate security

gates a minimum of 75 feet from the back of curb to the intersecting street. The developer shall provide a vehicular turn-around between the public street and the security gate.

5. **PEDESTRIAN CIRCULATION PLAN.** With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and width of all sidewalks and pedestrian pathways, with connections to the surrounding sidewalks and pedestrian pathways.
7. **PEDESTRIAN CONNECTIONS.** Before any certificate of occupancy is issued for the site, the developer shall construct the following pedestrian connections:
 1. A minimum five (5) foot wide trail/pedestrian connection along the east side of 94th Street, separated from back-of-curb by a minimum of 5 feet. The trail shall be constructed with compacted/stabilized decomposed granite or other material approved by plan review and permit services staff, and shall connect to the trail on the adjacent developments to the north and south. The trail shall be contained within a minimum 15-foot wide public trail/access easement, which the developer shall dedicate to the City prior to final plan approval.
 2. A minimum five (5) foot wide trail/pedestrian connection between the east and west property lines, in conformance with stipulations from case 7-AB-2003. The trail shall be constructed with compacted/stabilized decomposed granite or other material approved by plan review and permit services staff, and shall connect to the trail along 94th Street. The trail shall be contained within a minimum 15-foot wide public trail/access easement, which the developer shall dedicate to the City prior to final plan approval.

ADDITIONAL INFORMATION FOR CASE 14-ZN-2004

PLANNING/DEVELOPMENT

1. DENSITY CONTINGENCIES. The approved density for each parcel may be decreased due to drainage issues, topography, NAOS requirements, and other site planning concerns which will need to be resolved at the time of preliminary plat or site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed units or density on any or all parcels.
2. FINAL LOT LOCATIONS. The specific location of each lot shall be subject to Development Review Board approval.
3. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:
 - a. A plan indicating the treatment of washes and wash crossings,
 - b. Entry wall and wall design,
 - c. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
 - d. Improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
4. NOTICE TO PROSPECTIVE BUYERS. The developer shall give the following information in writing to all prospective buyers of lots on the site:
 - a. The closest distance from the lot to the midpoint of the Scottsdale Airport runway.
 - b. The development's private streets shall not be maintained by the city.
 - c. The city shall not accept any common areas on the site for ownership or maintenance.
5. NATIVE PLANT PRESERVATION. The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale.
6. NATURAL AREA OPEN SPACE (NAOS)-IDENTIFICATION. With the Development Review Board submittal, the developer shall submit a plan for the site identifying the required NAOS and a table identifying, as to each lot and tract, the required amount of NAOS, the percentage of slope, and the lower desert of landform.
7. NATURAL AREA OPEN SPACE-DEDICATION, CONVEYANCE AND MAINTENANCE. With the Development Review Board submittal, the developer shall submit documents, to the satisfaction of city staff, showing that all required NAOS shall be dedicated or conveyed in conformance with the Scottsdale Revised Code and permanently maintained as NAOS.
8. NATURAL AREA OPEN SPACE-STAKING. Before issuance of any building permit for the site, the developer shall survey all NAOS boundaries and stake all boundaries between NAOS areas and development, in conformance with the approved grading plan. Such surveying and staking shall be subject to inspection and approval prior to construction in each development phase.
9. NATURAL AREA OPEN SPACE-PROTECTION DURING CONSTRUCTION. Before any construction on a lot, the developer shall protect the NAOS on and adjacent to the lot to the

satisfaction of city staff, so that access to the construction is within the construction envelope or designated driveway.

10. HEIGHT OF NON-INDIGENOUS PLANT MATERIAL. Non-indigenous plant material which has the potential to reach a mature height greater than 20 feet shall not be planted on the site. A plant list that complies with this stipulation is subject to Development Review Board approval. The developer shall state this stipulation on the final plans.
11. NON-PROTECTED NATIVE PLANTS. Native plants which are not protected by the Scottsdale Revised Code native plant provisions, but which are necessary for on-site revegetation, are suitable for transplanting, or are necessarily uprooted for road building or similar construction, as determined by city staff, shall be stockpiled during construction and shall be replanted in on-site landscape areas by the developer before the final site inspection.
12. LOCATION OF INTERNAL STREETS AND DRIVEWAYS. Before the Development Review Board submittal, the developer shall stake the alignments for all internal streets and driveways subject to inspection by city staff to confirm that the proposed alignments result in the least environmental and hydrological impact. The Zoning Administrator may approve the use of rectified aerial photographs in lieu of on-site staking.
13. MAINTENANCE AND PRESERVATION-RECORDED AGREEMENT. Before any building permit for the site is issued, the developer shall record an agreement, satisfactory to city staff, detailing the maintenance and preservation by the developer and its successors of all common areas, landscape buffers, natural areas, drainage easements and private access ways on the site and abutting rights-of-way. These designated areas shall not be accepted for maintenance or be accepted for ownership by the city without the approval of the City Council.

ENGINEERING

1. RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE. The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. STREET CONSTRUCTION STANDARDS. The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. CITY CONTROL OF ACCESS. The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The

conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:

- a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of ALL washes which exit the property.
- b. Determine easement dimensions necessary to accommodate design discharges.
- c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
- d. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
- e. Include a complete description of requirements relating to project phasing.

WATER

1. BASIS OF DESIGN REPORT (WATER). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
 - b. Identify the timing of and parties responsible for construction of all water facilities.
 - c. Include a complete description of requirements relating to project phasing.
2. NEW WATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the city Water System Master Plan.

WASTEWATER

1. BASIS OF DESIGN REPORT (SANITARY SEWER).). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
 - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
 - c. Include a complete description of requirements relating to project phasing.
2. NEW WASTEWATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the city Wastewater System Master Plan.



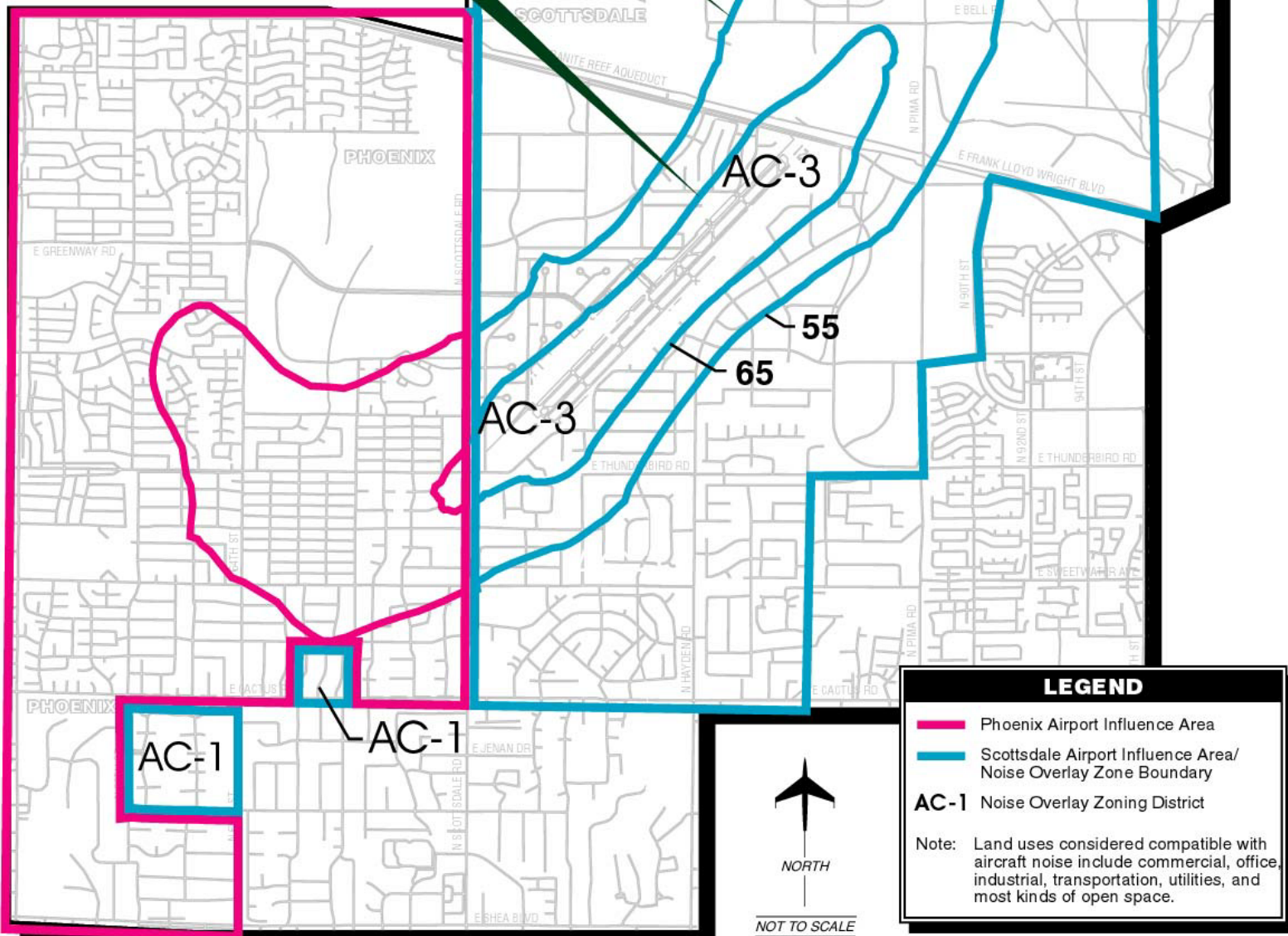
SCOTTSDALE AIRPORT AREA DEVELOPMENT - NOISE AREAS

INSTRUCTIONS: Proposed development in the airport influence area is required to conform with the noise compatibility measures shown. Please contact Scottsdale Airport Administration at 480-312-2321 for information on noise disclosure, aviation easements and soundproofing.

**AC-1: AIRPORT
INFLUENCE AREA-**
Disclosure for all new
development.

**AC-2: 55+ DNL NOISE
CONTOUR - Aviation
easement, soundproofing**

**AC-3: 65+ DNL NOISE
CONTOUR - Land use
restrictions.**



TRAFFIC IMPACT ANALYSIS SUMMARY
Sumners Parcel
14-ZN-2004

Summary Prepared by Phil Kercher, COS Traffic Engineering

Existing Conditions:

The subject site is located on the 94th Street alignment between Union Hills Drive and Bell Road. The streets in the vicinity of the site have recently been constructed as part of a DC Ranch Community Facilities District (CFD). These streets include 94th Street, Union Hills Drive, and an extension of Thompson Peak Parkway south to Union Hills Drive. This street system also serves DC Ranch Planning Unit 1 development.

94th Street is designated as a Neighborhood System Street on the Community Mobility Element of the city's General Plan. It is classified as a minor collector street on the city's Streets Master Plan. 94th Street is constructed as a three-lane roadway, two through lanes with a center painted median. The intersection of 94th Street and Union Hills Drive is planned to be signalized as traffic volumes increase with area development. The intersection of 94th Street and Bell Road is currently signalized.

Union Hills Drive is designated as a Neighborhood System Street on the Community Mobility Element of the city's General Plan. It is classified as a major arterial street west of 94th Street and a minor arterial street east of 94th Street on the city's Streets Master Plan. It is constructed as a four-lane roadway with a raised median.

Bell Road is designated as a Neighborhood System Street on the Community Mobility Element of the city's General Plan. It is classified as a minor arterial street on the city's Streets Master Plan. It is constructed as a four-lane roadway with a raised median from Pima Road to 94th Street.

Proposed Development:

The applicant has requested a change in zoning from a lower density single family residential district (R1-35 ESL) to a higher density single family residential district with amended development standards (R1-10 ESL). Trip generation numbers for the proposed development plan are presented in the following table. The Trip Generation Comparison Table also presents trip generation values for the project site under the existing single-family residential (R1-35) zoning. In addition to single-family dwelling units, the single-family residential zoning districts also allow churches without a conditional use permit. Trip generation values are the total number of vehicles entering and leaving the site during the specified time.

TRIP GENERATION COMPARISON TABLE

Land Use	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Zoning - R1-35							
Single Family – 26 dwelling units	301	7	21	28	20	12	32
Proposed Zoning – R1-10							
Single Family – 51 dwelling units	558	11	34	45	37	21	58
Difference	+257	+4	+13	+17	+17	+9	+26

The Trip Generation Comparison Table demonstrates that at the proposed development plan of 51 single-family dwelling units will generate approximately 558 trips per day with 28 trips occurring during the a.m. peak hour and 32 trips occurring during the p.m. peak hour. This represents an increase of 257 daily trips over site development as a 26 dwelling unit single-family subdivision.

A traffic impact study had been prepared for the site for a proposed charter school and church development proposal. The school and church generated more daily traffic (968 versus 558) and peak hour traffic (280 a.m. versus 45; 284 p.m. versus 58) than the proposed residential development. Capacity analyses for the more intense development plan indicate that the level of service for the two signalized intersections in the vicinity of the site will be at acceptable levels with the addition of the school traffic. All of the individual movements at the intersection of 94th Street and Union Hills Drive are anticipated to operate at LOS B or better. All of the individual movements at the intersection of 94th Street and Bell Road are expected to operate at LOS D or better.

The unsignalized site driveway on 94th Street is also anticipated to operate at an acceptable level of service. All of the movements at this intersection are expected to operate at LOS B or better.

Summary:

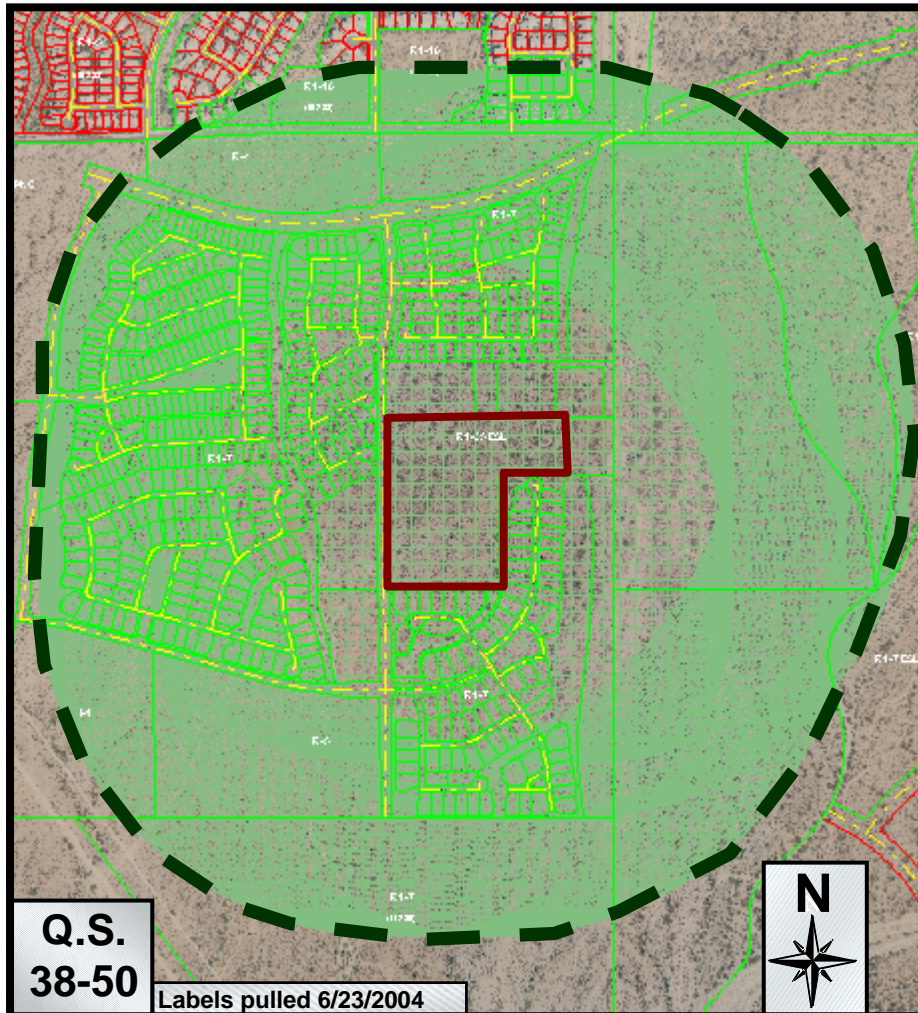
Analysis of the trip generation demonstrates that the under the proposed R1-10 zoning a 51 unit residential subdivision would generate 558 trips per day to and from the site with and estimated 45 trips occurring during the a.m. peak hour and 58 trips occurring during the p.m. peak hour. This represents an increase of 257 daily trips over site development under the current R1-35 zoning district, which would development of a 26 unit residential subdivision. Capacity calculations were completed for the adjacent signalized intersections on 94th Street with Union Hills Drive and Bell Road. Both intersections are expected to operate at acceptable levels of service (LOS D or better for all movements) with the addition of the development traffic. The proposed site driveway on 94th Street is also anticipated to operate at an acceptable level of service (LOS B or better for all movements).

94th Street
14-ZN-2004

Attachment #8. Citizen Involvement

The above attachment is on file at the City of
Scottsdale Current Planning office,
7447 E Indian School Road, Suite 105.

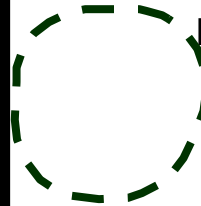
City Notifications – Mailing List Selection Map



Map Legend:



Site Boundary



Properties within 2000-feet

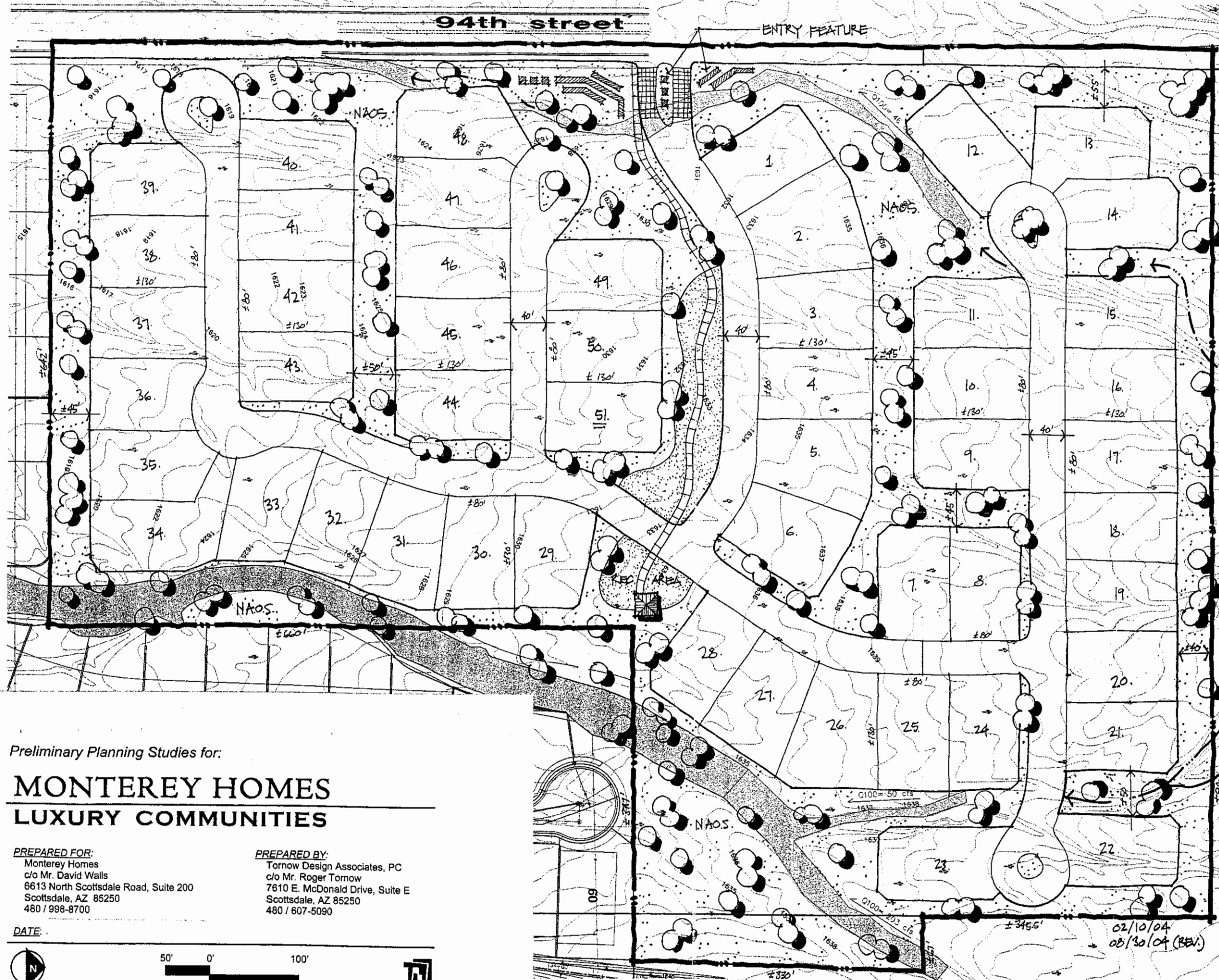
Additional Notifications:

- Coalition of Pinnacle Peak
- Ironwood Village Association
- Interested Parties List

94th Street

14-ZN-2004

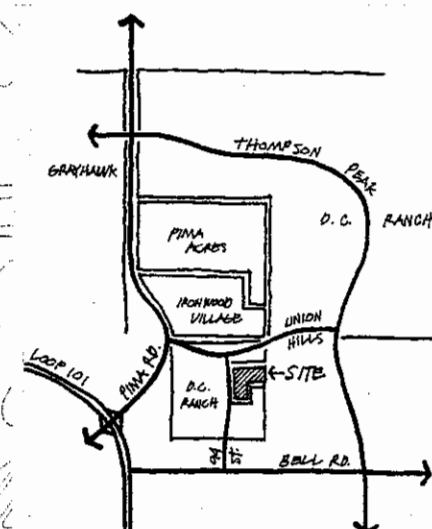
ATTACHMENT #9



PLAN SUMMARY:

- Existing Zoning.....R1-35 ESL
- Proposed Zoning.....R1-10 ESL
- Site Area.....± 25.7 Acres
- Maximum R1-10 Density (un/ac).....3.2
- Maximum Allowed Units.....± 79
- Proposed Units.....51
- Proposed Density (un/ac).....2.0
- Typical Lot Size [80' x 130'].....± 10,400 S.F.
- ESL Landform.....Lower Desert
- NAOS Required [21.8%].....± 5.6 Acres
- NAOS Provided [22.2%].....± 5.7 Acres
- Additional Open Space Provided.....± 2.4 Acres
- Total Open Space Provided [31.5%].....± 8.1 Acres

LOCATION MAP:



Preliminary Planning Studies for:

MONTEREY HOMES LUXURY COMMUNITIES

PREPARED FOR:

Monterey Homes
c/o Mr. David Walls
6613 North Scottsdale Road, Suite 200
Scottsdale, AZ 85250
480 / 998-8700

PREPARED BY:

Tornow Design Associates, PC
c/o Mr. Roger Tornow
7610 E. McDonald Drive, Suite E
Scottsdale, AZ 85250
480 / 607-5090

DATE:



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14-ZN-2004
9-20-04

ATTACHMENT #10